

Approved For Release 2001/07/23 : CIA-RDP33-02415A000300060030-8

BASIS: Minimum 3 hrs turn-around all a/c  
 : refuel crews in position min 10 hrs. before U.2 arr.  
 : launch crews dep. min. 10 hrs after U.2.

	<u>U.2</u>	<u>C118</u>	<u>C124.</u>
Dep. Edwards.	D + 20 hrs. (6)	D (9)	D + 5 hrs. (11)
Arr. Plattsburgh	* <u>D + 26</u>	D + 9	* <u>D + 16</u>
Dep. Plattsburgh	# <u>D + 29</u> (8)	D + 12 (12)	# <u>D + 39</u> (4)
Arr.	—	—	D + 43
Dep.	—	—	D + 46 (11)
Arr.	* <u>D + 37</u>	* <u>D + 24</u> <sup>DROP CREW</sup>	D + 57
Dep.	<u>D + 40</u> (5)	D + 27 (8)	<u>D + 60</u> <sup>PICK UP CREW</sup> (9)
Arr.	<u>D + 45</u>	* <u>D + 35</u>	D + 69

	<u>Unit</u>	<u>U.2.C.</u>	<u>C118</u>	<u>C124 / 130b</u>
Edwards - Plattsburgh	2160	6.00	9.00	<u>25X1C</u> 11.00 7.30
25X1C Plattsburgh	685	-	3.00	3.30 -
25X1C Plattsburgh	2870	7.40	12.15	- 10.00
	2290	-	9.35	11.00 -
	1715	4.50	7.30	9.00, 6.00
C118 TAS	236	man.	3000	
C124 "	190	"	2500	
C130 "	270	"	2000	
C130B "	290	"	3000	

25X1C

Dep. Edwards      V-2      C130B      C130B  
 $D + 16$                    $D$                    $D + 4\frac{1}{2}$

An Platibus       $D + 22$        $D + 7\frac{1}{2}$        $D + 12$

Dep Platibus       $D + 25$        $D + 10\frac{1}{2}$        $D + 35$

An [REDACTED]       $D + 32\frac{1}{2}$        $D + 20\frac{1}{2}$  <sup>DROP CREW.</sup>       $D + 45$

Dep [REDACTED]       $D + 35\frac{1}{2}$        $D + 23\frac{1}{2}$        $D + 48$  <sup>PICK-UP CREW</sup>

An [REDACTED]       $D + 40\frac{1}{2}$        $D + 30\frac{1}{2}$        $D + 54$

25X1C

Dep. Edwards	<u>U-2</u> <u>D+23 hrs.</u>	<u>C118</u> <u>D</u>	<u>C124</u> . <u>D+6½ hrs.</u>
Arr. Honolulu	<u>D+29</u>	<u>D+10½</u>	<u>D+19</u>
Dep. Honolulu	<u>D+32</u>	<u>D+13½</u>	<u>D+42</u>
Arr. Kure/Midway	<u>D+38</u>	<u>D+23½</u> <sup>DROP</sup> CREW	<u>D+53½</u>
Dep. Kure/Midway	<u>D+41</u>	<u>D+26½</u>	<u>D+56½</u> <sup>PICK-UP</sup> CREW
Arr. [REDACTED]	-	-	<u>D+65½</u>
Dep. [REDACTED]	-	-	<u>D+68½</u>
Arr. [REDACTED]	<u>D+48</u> R	<u>D+38</u> R	<u>D+74</u>

Def Edwards      U-2      130 B      130 B  
                  D+15      D      D+3½

An Honolulu      D+21      D+7½      D+11

Def Honolulu      D+24      D+10½      D+34

An Kurejima      D+30      D+18 <sup>DROP CREW</sup>      D+4½

25X1C Def Kurejima      D+33      D+21      D+44½ <sup>PICK-UP CREW</sup>

An [REDACTED]      D+40      D+30      D+53½

	<u>Leib</u>	<u>U.2e</u>	<u>C118</u>	<u>C124</u>	<u>C130B</u>
Honolulu - Honolulu	2265	6.10	10.20	12.15	7.30
Honolulu - Kuyalein	2150	6.00	9.50	11.20	7.15
25X1C Kuyalein	1680	-	-	8.50	
"	2580	7.05	11.15	13.00	9.00
	995	-	-	5.15	

	<u>O. 2</u>	<u>C118</u>	<u>C124</u>
Dep. Edwards	<u>D+30</u>	<u>D</u>	<u>D+14</u>
Air. Honolulu	<u>D+36½</u>	<u>D+10½</u>	<u>D+26½</u>
Dep. Honolulu	<u>D+39½</u>	<u>D+13½</u>	<u>D+49½</u>
Air. Wake	—	<u>D+22½</u>	<u>D+60</u>
Dep. Wake	—	<u>D+25½</u>	<u>D+63</u>
Air. Guam.	<u>D+48½</u>	<u>D+31</u> <sup>Drop</sup> <sub>Crew</sub>	<u>D+70</u>
Dep. Guam.	<u>D+51½</u>	<u>D+34</u>	<u>D+73</u> <sup>PICK-UP</sup> <sub>Crew</sub>
Air.	—	<u>D+40</u>	<u>D+80½</u>
Dep.	—	<u>D+43</u>	<u>D+83½</u>
Air.	<u>D+59</u>	<u>D+49</u>	<u>D+90</u>

	<u>V.2</u>	<u>C130S</u>	<u>C130 RS</u>
Def Edwards	<u>D+18½</u>	<u>D</u>	<u>D+7</u>
Am Honolulu	<u>D+24½</u>	<u>D+7½</u>	<u>D+14½</u>
Def. Honolulu	<u>D+27½</u>	<u>D+10½</u>	<u>D+37½</u>
Am Wake	—	<u>D+17½</u>	<u>D+44½</u>
Def. Wake	—	<u>D+20½</u>	<u>D+47½</u>
Am Guam	<u>D+36½</u>	<u>D+25</u> DROP CREW.	<u>D+52</u>
Def Guam	<u>D+39½</u>	<u>D+28</u>	<u>D+55</u> PICK-UP CREW.
Am [REDACTED]	<u>D+47</u>	<u>D+37</u>	<u>D+64</u>

Herewith & loading

	<u>Dub</u>	<u>U.2e</u>	<u>C118</u>	<u>C124</u>	<u>120</u>
Edwards - Honolulu	2265	6.10	10.20	12.15 - 7.30	
Honolulu - Wake	2009	—	8.50	10.30 - 7.00	
Honolulu - Guam	3319	9.00	—	—	
Wake - Guam	1310	—	5.45	6.50 4.30	
Guam - [REDACTED]	1425	—	6.15	7.30	
Guam - [REDACTED]	2680	7.20	11.40	— 9.00	
	1335	—	5.50	7.00 <del>9.00</del>	

25X1C  
25X1C

25X1A

OperationSuggested method of laying on "Staging"

1. 21 Days prior to [redacted] required date for Op [redacted]  
Msg should be sent to [redacted] 25X1A  
specifying date/<sup>duration</sup> & requesting their agreement.  
Col. Geary should also be advised.
2. Once all agreed, Op Order should be written & issued N.L.T. 12 Days in advance of stage date. Only subsequent variation as regards date which will be permitted will be due WX.
3. Ops order should be re-written to ensure no doubt in anyone's mind as to their responsibility. Highest Controlling Authority is HQ. Chaline. Any recommended delay or variation may be suggested but HQ Chaline has final decision. If his does not permit [redacted] decision, DeP5X1A  
Cdr. has final decision on CONOCO as regards WX. No other orders may be changed by any authority except with [redacted] approval e.g. delay. 25X1A
4. All messages between various HQs concerned should be info'd to the other.
5. Briefings at [redacted] should be fully <sup>25X1A</sup>  
at off times. Also prior to operation [redacted]

- Staff likely to be concerned (including Shift workers) so that at least all have a basic grounding of the operation.

b. During Operation suggested contact should be as follows:-

(a) Info/Out Boards containing all Managers originate & sent to Individual

Rec'd 1.0.

25X1A

should be accounted maintained.

(b) A special log book should be maintained for the Op. The Duty Controller should list all action during his period of duty & any action to be taken by his relief.

All mail received, during his term of duty, should also be referenced in his log.

(c) One Staff Officer shall be overall responsible for the operation and any decisions made. He should be immediately available for contact by the controller.

25X1A

25X1C

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